



**Oregon Fatality Assessment  
and Control Evaluation  
(FACE)**

**Annual Report 2006  
Occupational Fatalities**



# FACE Definitions

The Oregon Fatality Assessment and Control Evaluation program investigates work-related fatalities that are caused by a traumatic injury when the injury occurs within Oregon.

A location *within Oregon* means the incident, or some portion of the incident, occurs within the geographical boundaries of the state of Oregon, including the coastal waters, airspace, and subterranean portions of the state.

A *work relationship* exists if an incident occurs (a) on the employer's premises and the person was there to work, or (b) off the employer's premises and the person was there to work, or the event or exposure was related to the person's work or status as an employee.

*Work* is defined as duties, activities, or tasks that produce a product or result, are done in exchange for money, goods, services, profit, or benefit, and are legal activities.

## In Scope

- Self-employed, family or volunteer workers who are exposed to the same work hazards and perform the same duties or functions as paid employees and that meet the work-relationship criteria
- Suicides and homicides that meet the work-relationship criteria
- Fatal events or exposures that occur when a person is in travel status, if the travel is for work purposes or is a condition of employment (excluding commute)

## Out of Scope

- Institutionalized persons, including inmates of penal and mental institutions, sanitariums, and homes for the aged, infirm and needy, unless they are employed off the premises of their institutions
- Fatal heart attacks and strokes, unless causally related to a traumatic injury or exposure
- Fatal events or exposures that occur during a person's recreational activities that are not required by the employer
- Fatal events or exposures that occur during a person's commute to or from work

Adapted from Bureau of Labor Statistics (2001), *Census of Fatal Occupational Injuries: Definitions*. U.S. Department of Labor. Available online (March 11, 2004): <http://stats.bls.gov/iif/oshcdef.htm>

## Acronyms

BLS	Bureau of Labor Statistics, U.S. Department of Labor
CFOI	U.S. Census of Fatal Occupational Injuries
DCBS	Oregon Department of Consumer and Business Services
Oregon OSHA	Oregon Occupational Safety and Health Division
SAIF Corp	State Accident Insurance Fund (Workers' Compensation)

## Population Data Sources

U.S. CENSUS: [www.census.gov](http://www.census.gov) (American Factfinder, Data Sets, Summary File 3)

BUREAU OF LABOR STATISTICS: <http://stats.bls.gov/ces>

LAUS – LOCAL AREA UNEMPLOYMENT STATISTICS: [www.bls.gov/lau](http://www.bls.gov/lau)

OLMIS – OREGON LABOR MARKET INFORMATION SYSTEM:  
[http://olmis.emp.state.or.us/olmisj/CES?x=1&y=1&p\\_action=](http://olmis.emp.state.or.us/olmisj/CES?x=1&y=1&p_action=)

# Oregon

## Fatality Assessment and Control Evaluation

### Annual Report 2006

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#### Website:

[www.ohsu.edu/croet/face](http://www.ohsu.edu/croet/face)

*This report is dedicated to the men and women in Oregon who have lost their lives as the result of traumatic workplace injuries, in the hope that better understanding of these fatal incidents may help to save the lives of other workers in similar situations.*

## Oregon FACE Program

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# OR-FACE Publications 2006

## Fatality Investigation Reports

### 2006 Incidents

- Ranch worker killed by pressurized water striking eye
- Machine operator dies after head crushed in machine
- Logger killed by 41-foot pole sliding down steep hill
- Novice drywall installer dies in 7-foot fall from scaffolding
- Worker killed when jacket pocket activated machinery
- Mechanic killed when collar caught on PTO driveline

### 2005 Incidents

- Mill worker killed by flying chunk of wood from chipper
- Logging worker killed while riding on step of skidder

### 2004 Incidents

- Mechanic dies from lack of oxygen in transport tank
- Truck driver crushed by front-end loader in mill yard

### Spanish Translations

- *Trabajador hispano se ahoga después de caer en la laguna de un jardín*  
(Hispanic laborer drowns after falling into landscaping pond)
- *Conductor agrícola vuelca camión en zanja de riego y se ahoga*  
(Farm driver overturns truck in irrigation ditch and drowns)
- *Trabajador de vivero muerto en cargador de dirección derrapante*  
(Nursery laborer killed in skid-steer loader)
- *Montecargas estacionado atropella al operador contra un camión*  
(Parked forklift crushes operator against semi-trailer)

## Hazard Alerts

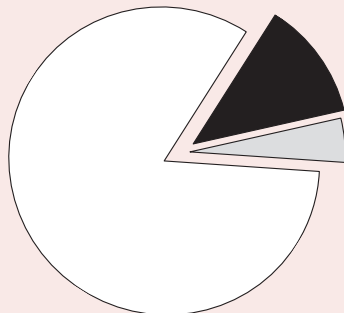
- Gravity Kills (fall hazards)
- *Los vehiculos estacionados matan* (Parked Vehicles Kill)
- *La Gravedad Mata* (Gravity Kills)

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Find published reports and other information at the OR-FACE website ([www.ohsu.edu/croet/face](http://www.ohsu.edu/croet/face)). New reports are published regularly.

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*Oregon Fatality Assessment and Control Evaluation reports are for information, research, or occupational injury control only. OR-FACE is a research program, and has no legal authority to enforce state or federal occupational safety and health standards. The identity of the decedent, employer, and witnesses are not included in reports or alerts. FACE data are protected from disclosure under Oregon law (ORS 432.060).*



### Incident Report Status 2006

**8 Reports published**

**3 Draft in review**

**56 Abstract only  
(no investigation)**

**An abstract is produced for each incident (see p. 16-30).**

# Summary

- OR-FACE conducts surveillance, investigation, assessment, and outreach related to traumatic occupational fatalities in Oregon (see p. 7).
- OR-FACE took a significant step to expand outreach efforts in 2006 by translating several investigation reports and hazard alerts into Spanish, concentrating on incidents that involved Hispanic workers (see p. 4).
- Hazard alerts in 2006 draw attention to incidents with (a) large trucks, both in transportation and contact events, (b) ocean traffic, with several multiple fatalities, mostly involving poor weather conditions and located at bars leading to the ocean, and (c) fire and explosion events (see p. 8-10).
- Basic characteristics of fatal events and the workers involved are quantified in charts (see p. 11-15).
- An abstract for each incident provides a brief description of each event and contributing factors (see p. 16-30).
- Cases of delayed death (over 2 days following the date of injury) in 2006 spanned from 5 days to 20 years, with falls remaining the most frequent type of event (see p. 31).
- Contact OR-FACE for more information or to offer your own comments (see p. 31).

## INTRODUCTION

In 2006, Oregon Fatality Assessment and Control Evaluation recorded 67 fatal occupational incidents, and 79 worker deaths. The number represents a rate of 4.4 worker fatalities per 100,000 employed workers in the civilian labor force in Oregon, higher than the national rate of 3.9 (CFOI 2006).

OR-FACE produces investigation reports for a selection of incidents according to priority areas defined by the National Institute for Occupational Safety and Health (NIOSH), in combination with local areas of concern. The frequency of priority incidents in 2006 occurred in the following order.

• Forestry/Logging	12
• Machine-related (also mobile machinery)	8
• Construction	7
• Agriculture	6
• Hispanic workers	6
• Youth (under age 18)	0
• Street and highway work zones	0

The following notable trends occurred in 2006.

- Motor vehicle transportation events, and incidents involving transportation workers – mostly truck drivers – far surpassed other types of event or occupation (see p. 13-14).
  - Mechanics and maintenance workers rose to the second most frequent occupation for worker fatalities, after transportation, taking the position usually held by construction workers (see p. 13).
- Numerous cases of delayed death occurred (see p. 31).

# OR-FACE Network

OR-FACE actively promotes information exchange with various agencies, institutions, associations, and firms to assist in occupational fatality surveillance, incident investigations, assessment, and outreach. Network contacts in the following list have helped OR-FACE accomplish its mission.

## Federal Agencies

- National Institute for Occupational Safety and Health
- Occupational Safety and Health Administration
- National Transportation Safety Board
- Bureau of Land Management
- U.S. Coast Guard
- Federal Aviation Administration
- U.S. Forest Service
- Mine Safety and Health Administration

## State Agencies

- Department of Consumer & Business Services
  - Oregon OSHA
  - Information Management Division
  - Workers' Compensation Division
- Department of Human Services
  - Center for Health Statistics
  - Public Health Services
- Employment Department
- Bureau of Labor & Industries
- Medical Examiner's Office
- State Fire Marshal
- Department of Transportation
- Department of Forestry
- School-based Health Care Network
- FACE programs in other states

## Local Agencies

- Medical examiners, county sheriff offices
- Portland Police Bureau
- Portland Fire Bureau
- County health departments
- Local fire departments

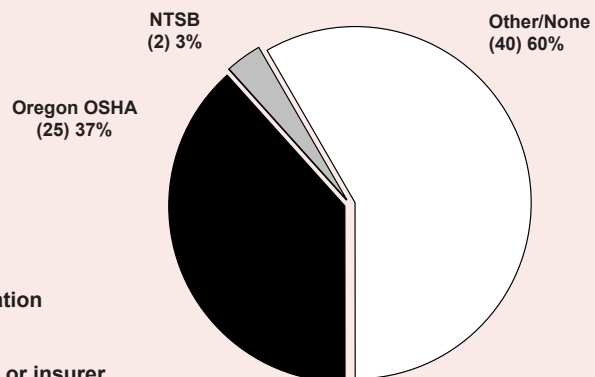
## Academic Institutions

- Department of Forestry, Oregon State University
- Sea Grant Extension, Oregon State University
- Labor Education Research Center, University of Oregon
- Pacific Northwest Agriculture Safety and Health Center, University of Washington

## Associations and Firms

- Associated Oregon Loggers
- Oregon Farm Bureau
- SAIF Corporation (Workers' Comp)
- Liberty Northwest (Workers' Comp)
- Oregon Trucking Association
- American Society of Safety Engineers
- Association of General Contractors
- American Industrial Hygiene Association
- American Association of Occupational Health Nurses
- American College of Occupational and Environmental Medicine
- Oregon AFLCIO

## OR-FACE incidents investigated by other safety agencies, 2006



OSHA = Occupational Safety & Health Administration

NTSB = National Transportation Safety Board

Other = Sheriff/police, U.S. Coast Guard, military, or insurer

# Core Activities

## SURVEILLANCE

OR-FACE received first notification on fatal occupational incidents in 2006 primarily from Oregon OSHA and news sources. First notification from “work-related” death certificates was delayed and reduced due to reorganization of the state vital records system. Following first notification, OR-FACE collects documentation for each incident, including death certificates, law enforcement and medical examiner reports, Oregon OSHA and other investigation reports when available, and news reports.

## INVESTIGATION

A full OR-FACE investigation includes an onsite visit, interviews, and consultation with other investigators and investigation reports. During the current period, OR-FACE published six investigation reports for incidents from 2006, and four reports for incidents from previous years. All reports and safety recommendations are reviewed by an expert review committee that includes representatives from state and national occupational safety and health agencies.

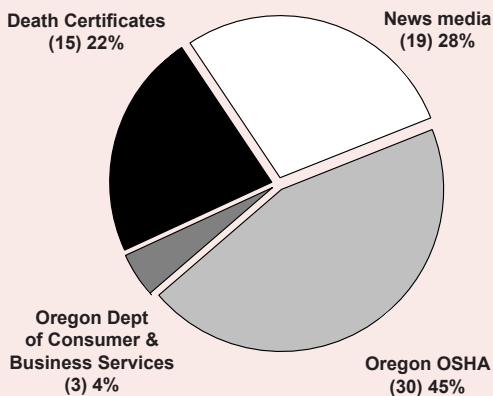
## ASSESSMENT

Along with attention to investigation reports and brief hazard alerts, OR-FACE began to summarize its 4 years of occupational fatality data in 2006 to develop safety booklets related to (a) driver distraction (focusing on cell phones), (b) fallers in logging, and (c) young workers (aged 16-24). The three booklets were published in 2007 and are now available on the OR-FACE website.

## OUTREACH

All OR-FACE publications are available online ([www.ohsu.edu/croet/face](http://www.ohsu.edu/croet/face)) and through targeted distribution. In 2006, OR-FACE published a hazard alert on fall hazards (*Gravity Kills*) that was circulated mostly to venues in construction. Reports and alerts were translated into Spanish, and the hazard alert, *Parked Vehicles Kill*, in both English and Spanish, was redesigned as a brochure and distributed to Oregon Department of Motor Vehicle field offices and other venues. OR-FACE presented fatality data and priority safety initiatives at several safety conferences in the Pacific Northwest.

## Source of notification for OR-FACE incidents, 2006



## Timing of notification following incident

	Total	Oregon OSHA	Death Certificate	Oregon DCBS	News Media
0-2 days	23	19	-	-	4
3-30 days	21	10	-	-	11
1-3 months	2	-	-	-	2
3-6 months	8	1	7	-	-
6-12 months	7	-	5	1	1
Over 1 year	6	-	3	2	1

# Hazard Alert – Large Trucks

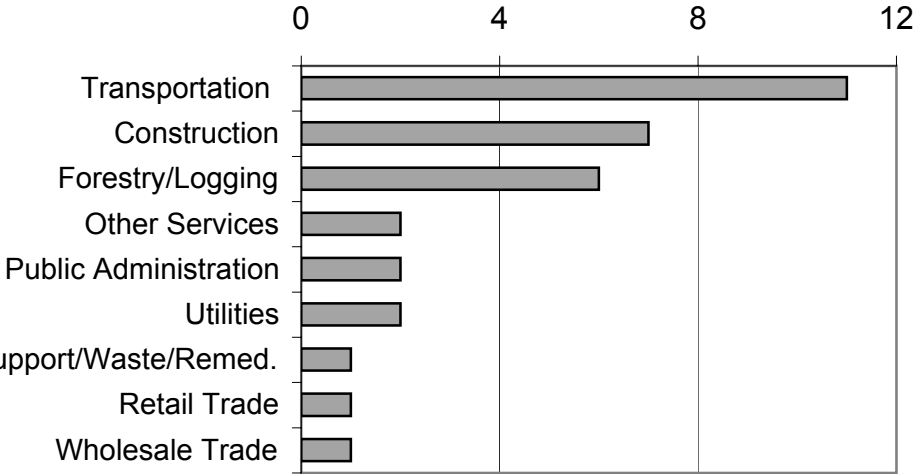
Large trucks were a notable area of concern in 2006, represented in both transportation and contact events. In transportation events with motor vehicles, 18 of 26 fatalities (69%) involved large trucks or a pick-up with a trailer. Most of the victims were in transportation, construction, and logging industries.



Three incidents involved a person outside a semi-truck:

- (a) a log truck lost control when a tractor made a U-turn in front of it on a country road,
- (b) a triple-trailer lost control from debris on the freeway in the dark, and
- (c) a semi-truck changed lanes on the freeway into a motorcycle.

**All Worker Motor Vehicle Transportation Fatalities by Industry, 2006**



In addition to transportation events, six contact events also involved motor vehicles – all but one while working underneath the vehicle. Four incidents involved large trucks. In one incident, a mechanic was entangled in a running power take-off (PTO) driveline. In two other incidents, a second person did not know the worker was underneath, and started and moved the truck. Another incident occurred when a trailer shifted while the driver was hooking up.

Nearly all the transportation events with large trucks involved a single vehicle. In the two

collision incidents, a semi-truck drifted over the center line and struck another semi-truck head on, killing both drivers. In both collisions, the trucks were engulfed in flames.

**AGE**

Fatal occupational incidents involving motor vehicles regularly account for about 40% of all occupational fatalities – 44% in 2006. For workers aged 65 and over in 2006, 6 of 11 incidents (55%) involved motor vehicles. All were drivers of a large truck or van.



# Hazard Alert – Coast Environment

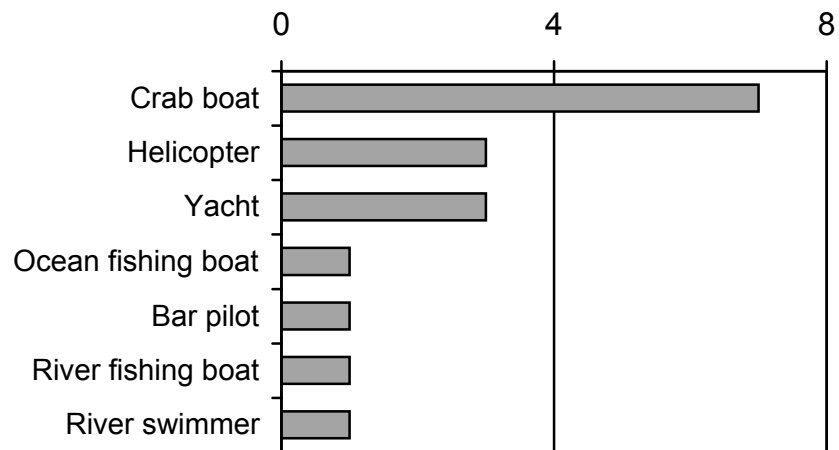


The Oregon coast was an area of concern again in 2006 (see map, p. 13), with 15 worker fatalities in 6 incidents on or near the Pacific Ocean. Nearly all incidents with multiple fatalities in 2006 occurred on the ocean.

Two ocean incidents involved crab boats crossing a bar, with seven fatalities. Other incidents involved a yacht in stormy weather, a fishing boat skipper falling overboard while gaffing a halibut, and a bar pilot falling from a ladder between boats at the Columbia River bar. In a separate type of incident, a film crew in a helicopter crashed into the ocean in heavy fog.

Other water-related incidents occurred in rivers: a fishing guide in a capsized raft, and a farmer attempting to swim a power line across a river

**Worker Fatalities in All Water-related Events, 2006**



while fully clothed. All together, 17 workers were killed in 8 water-related incidents

## PERSONAL FLOTATION DEVICES

Information is not available for conditions in every incident, but in many instances the victims might have survived if they had been wearing a lifejacket. Crew members and passengers should always wear a lifejacket in hazardous conditions. Crossing a bar on the Oregon coast should always be considered a hazardous condition.

## Hazard Alert – Fire/Explosion

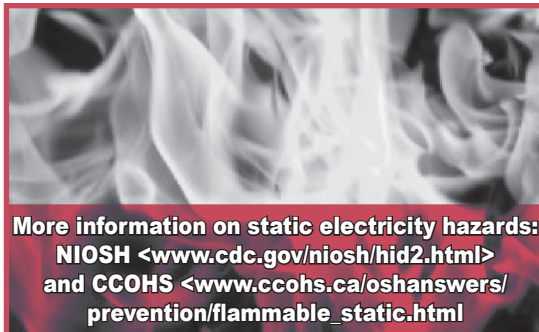
Two fire incidents in 2006 highlight important safety measures related to gasoline. One event involved a warming fire on a cold morning in the woods. A second event involved transferring aviation fuel at an airport in a standard procedure.

In the warming fire incident, the victim poured gasoline directly on a fire from a 5-gallon container, causing a fiery explosion.

- Gasoline is extremely flammable and the vapor is explosive, and should never be used near an open flame.
- A mixture of gasoline and diesel fuel (1:4) is used by the Bureau of Land Management for starting fires with a specially designed drip torch. Diesel fuel is less combustible. A federal OSHA standard allows the use of chainsaw and diesel fuel to start a fire, “provided the employer assures that in the particular situation its use does not create a hazard for an employee” (29 CFR 1910.266(d)(9)(iv)).

The incident involving aviation fuel probably involved a spark from static electricity.

- Employers should be sure all workers are trained and have the proper equipment to prevent static electricity when working with gasoline.



Two explosion incidents in 2006 involved water pressure at a farm. One event involved failure of a retaining cap on an irrigation valve (see OR-FACE investigation report, “Ranch worker killed by pressurized water striking eye”). A second event involved the explosion of a pressurized household water tank, common on farms supplied by well water. The farmer was working on the water tank at the time. It is unclear if there was a structural failure or if too much pressure was applied.

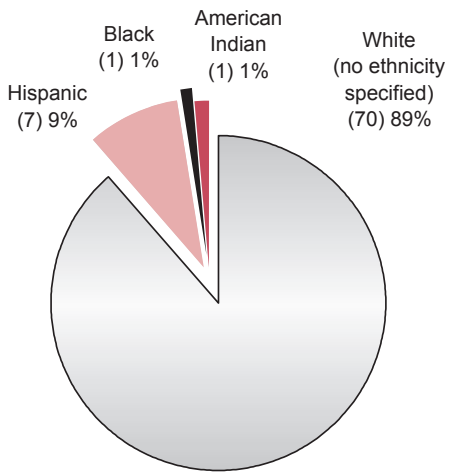
Both incidents emphasize the following safety recommendations.

- The components in a pressurized water systems should be regularly inspected for defects, at least annually.
- Pressure gauges should be in working condition, and repaired immediately if necessary.
- When working with a pressurized irrigation system or other pressurized system, stay clear or guard yourself from the outlet path where valves and hoses connect.

# Charts

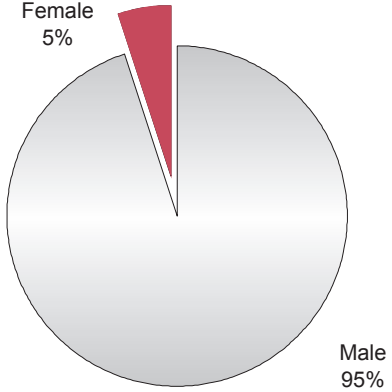
The proportion of fatalities involving Hispanic workers was the same as the proportion of Hispanic persons in the population. Few incidents involved other ethnic groups. Four of the seven incidents involving Hispanic workers occurred in construction occupations; others occurred in logging, farm, and transportation occupations. The incidents involved motor vehicle transportation (2006-29, 2006-43, 2006-51), contact events (2006-24, 2006-40), falls (2006-03), and a water explosion (2006-25).

**Worker Fatalities by Race/Ethnicity, 2006**



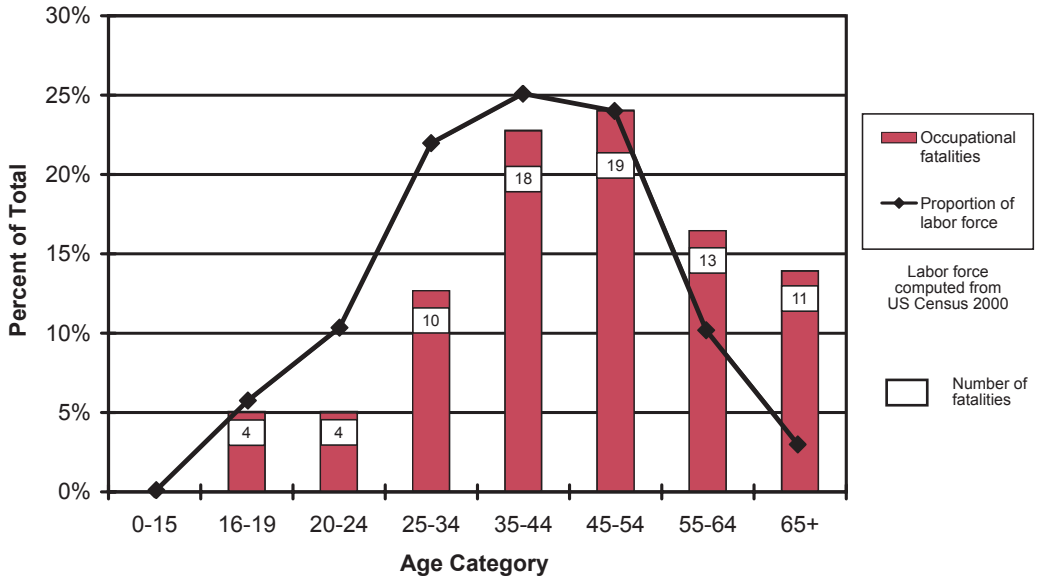
The proportion of incidents involving female workers continued to be slightly less than the national average (5% vs. 7%). The age distribution in 2006 continued to overrepresent workers aged 55 and over.

**Worker Fatalities by Gender, 2006**



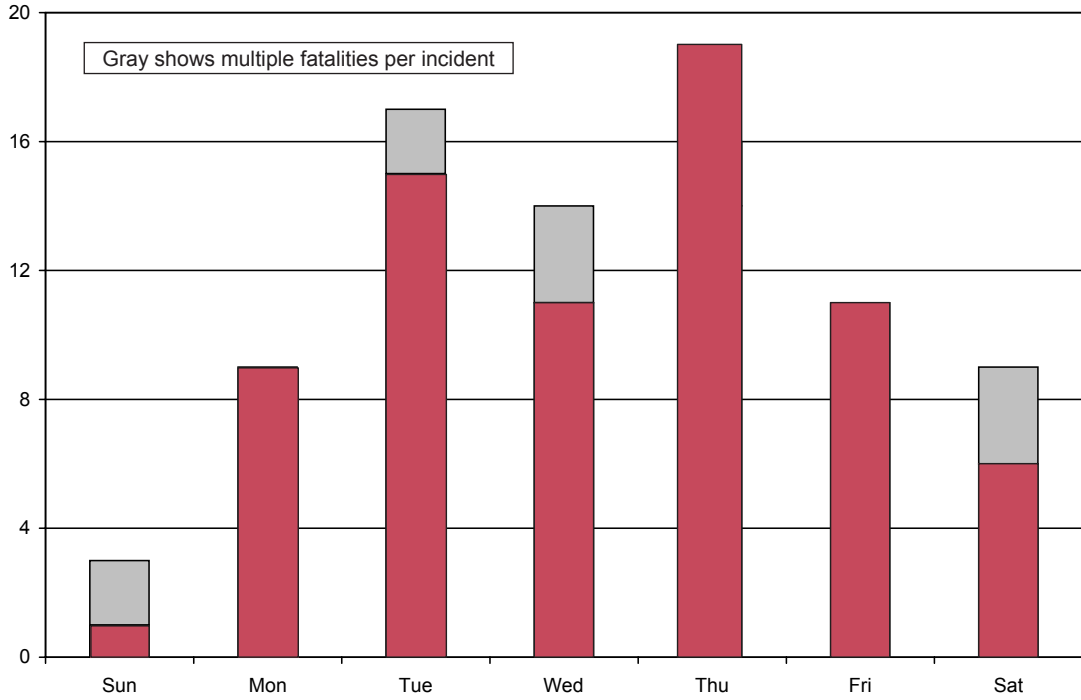
A few familiar associations between occupation and event continued in 2006, including (a) transportation workers with transportation events, (b) logging and production workers with contact events, and (c) management with violence.

**Occupational Fatalities in Oregon by Age, Compared to Age Distribution of Civilian Labor Force in Oregon, 2006**

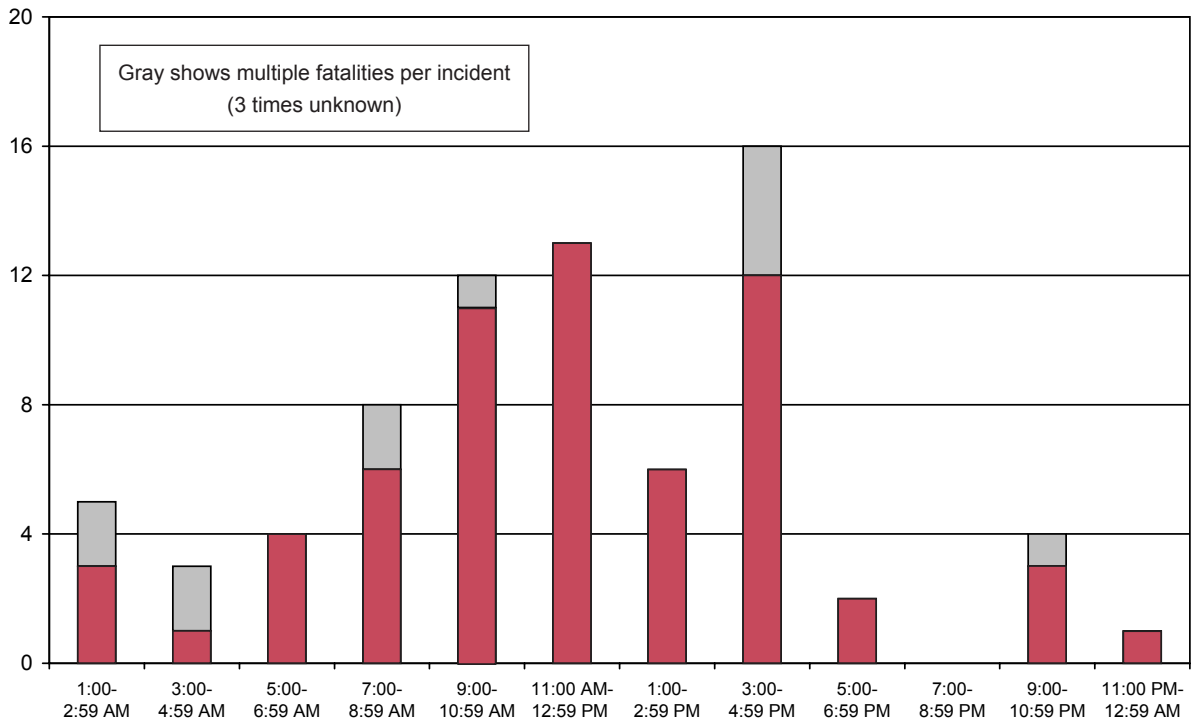


# Charts

**Worker Fatal Incidents and Total Fatalities by Day, 2006**



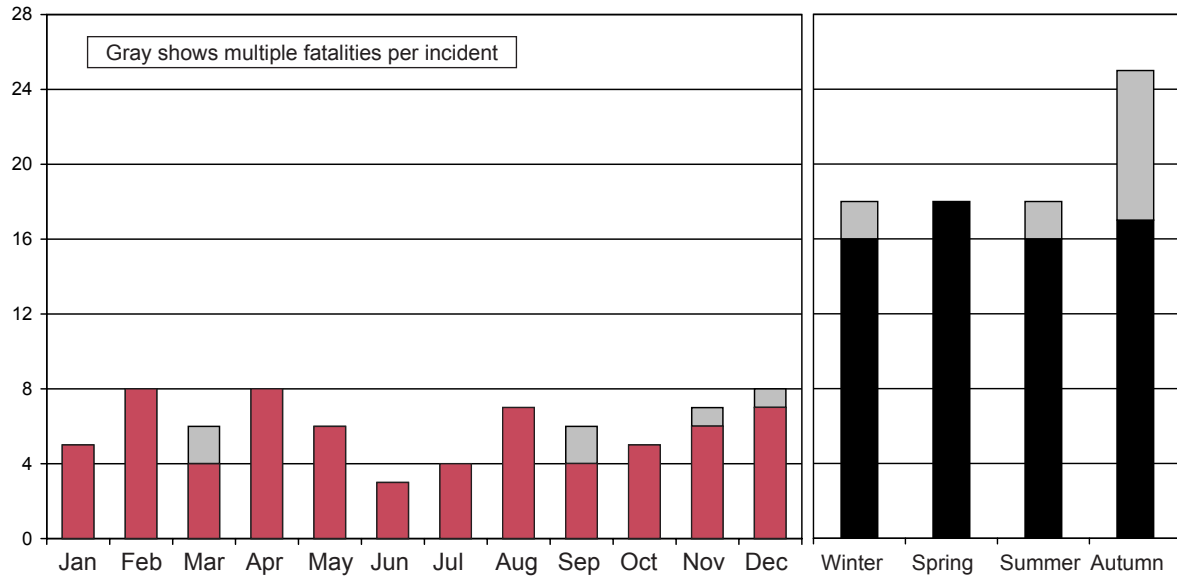
**Worker Fatal Incidents and Total Fatalities by Time of Incident, 2006**



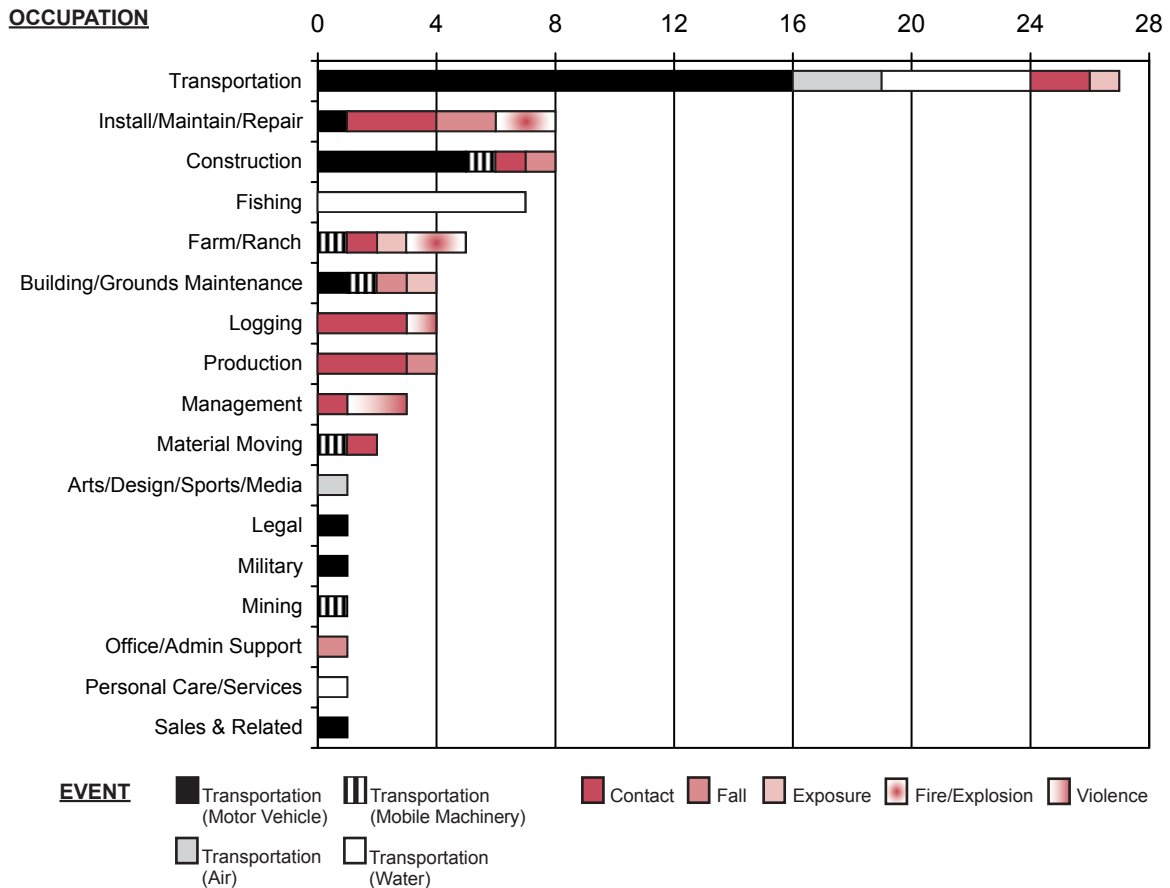


# Charts

### Worker Fatal Incidents and Total Fatalities by Month and Season, 2006

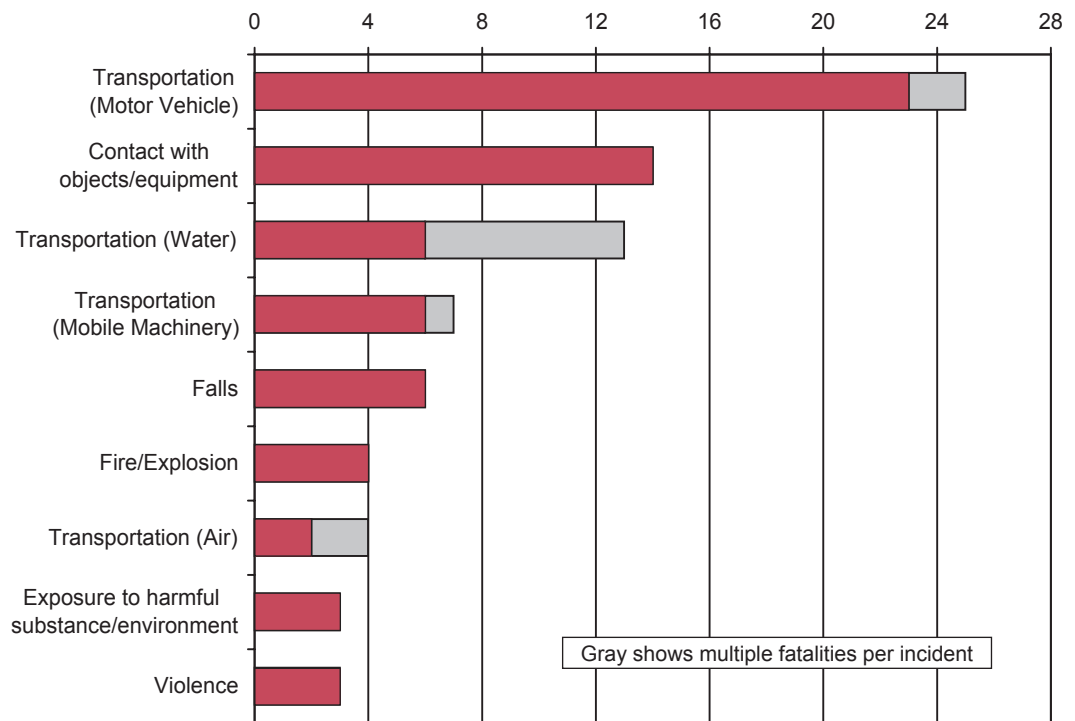


### Worker Fatalities in Oregon by Occupation and Event, 2006

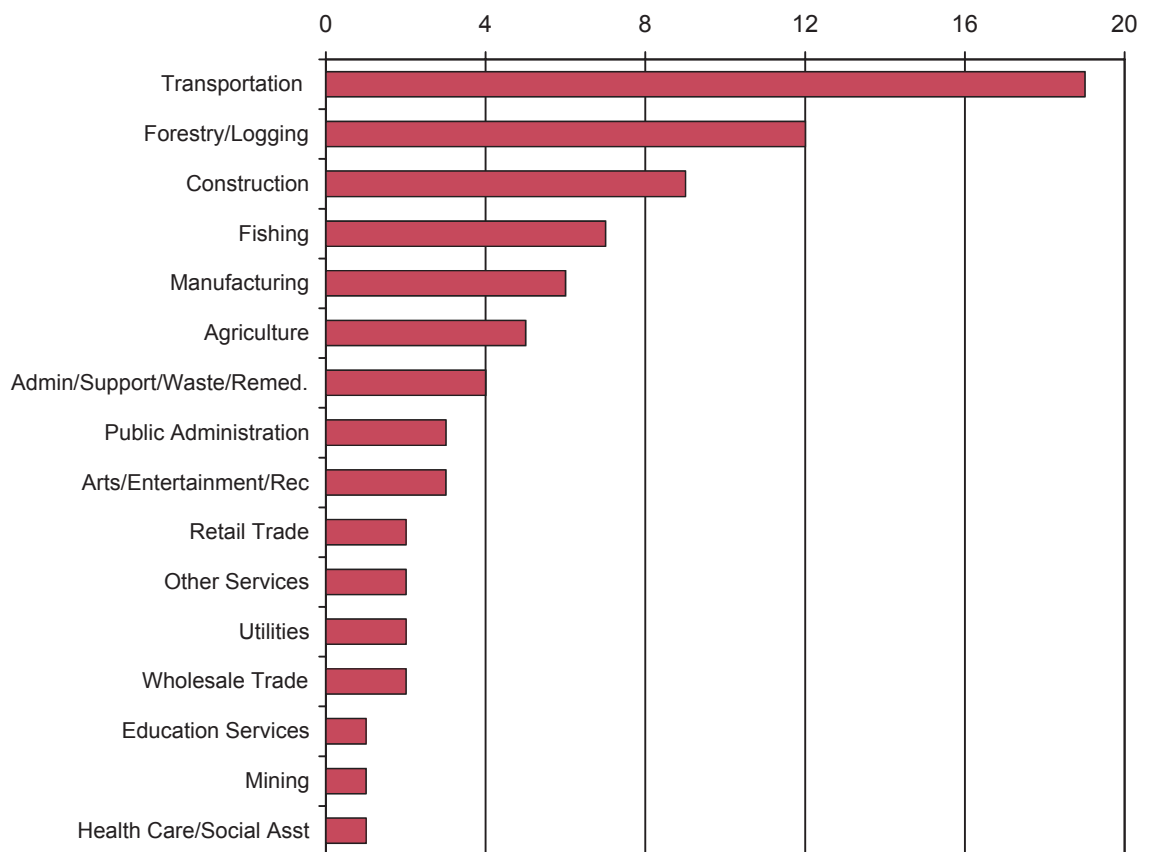


# Charts

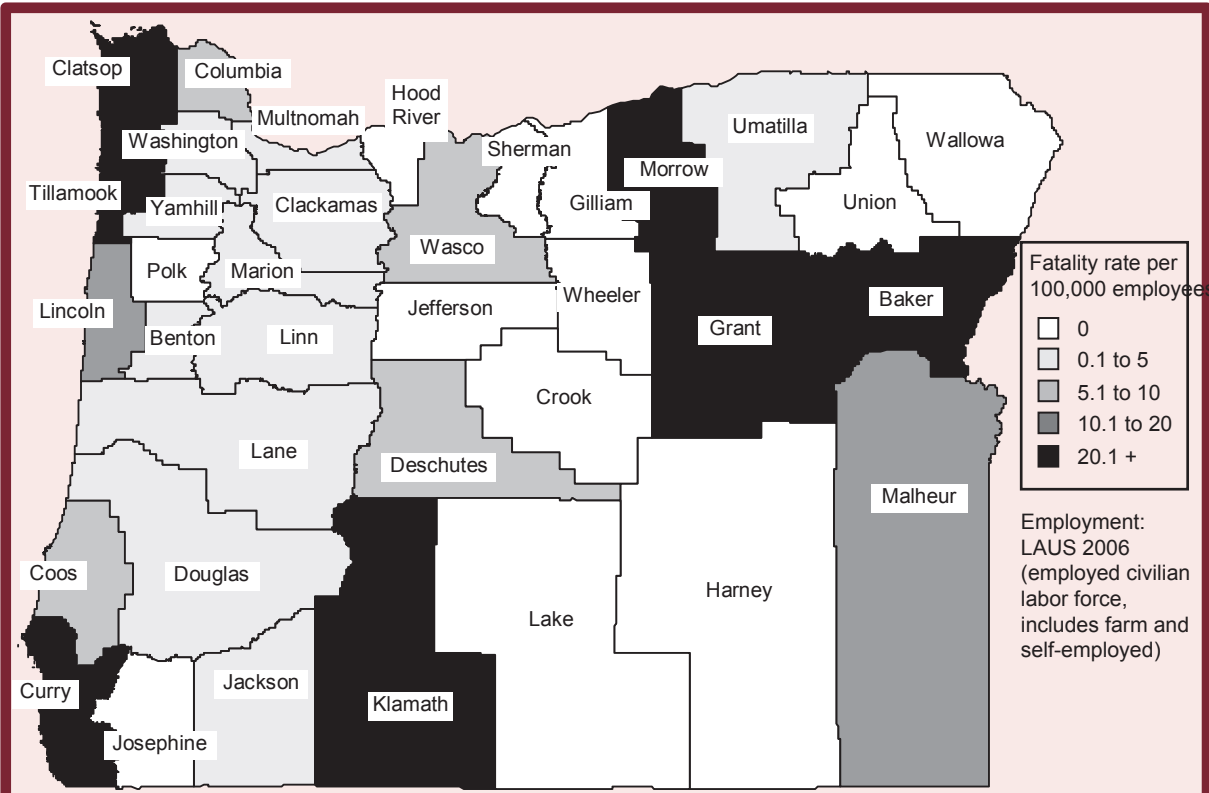
**Worker Fatal Incidents and Total Fatalities by Type of Event, 2006**



**Worker Fatalities in Oregon by Industry, 2006**



# Oregon Counties



**Oregon Population, Employed Labor Force, and Fatalities by County, 2006**

County	Total population	Employed labor force	Worker fatalities
<b>OREGON TOTAL</b>	<b>3,690,505</b>	<b>1,796,168</b>	<b>79</b>
BAKER	16,470	6,730	3
BENTON	84,125	40,739	1
CLACKAMAS	367,040	187,217	5
CLATSOP	37,045	18,551	6
COLUMBIA	46,965	22,404	2
COOS	62,905	26,845	2
CROOK	24,525	9,041	0
CURRY	21,365	8,961	4
DESCHUTES	152,615	75,822	4
DOUGLAS	103,815	44,103	2
GILLIAM	1,885	952	0
GRANT	7,630	3,273	1
HARNEY	7,670	3,091	0
HOOD RIVER	21,335	12,007	0
JACKSON	198,615	95,143	3
JEFFERSON	21,410	8,679	0
JOSEPHINE	81,125	32,842	0
KLAMATH	65,455	28,510	6

County	Total population	Employed labor force	Worker fatalities
LAKE	7,540	3,393	0
LANE	339,740	168,232	7
LINCOLN	44,520	20,784	7
LINN	108,250	49,420	2
MALHEUR	31,725	11,860	2
MARION	306,665	142,733	3
MORROW	12,125	5,108	2
MULTNOMAH	701,545	352,632	5
POLK	66,670	34,648	0
SHERMAN	1,865	829	0
TILLAMOOK	25,530	11,802	4
UMATILLA	72,190	33,794	1
UNION	25,110	11,309	0
WALLOWA	7,140	3,381	0
WASCO	24,070	12,538	1
WASHINGTON	500,585	265,116	5
WHEELER	1,565	588	0
YAMHILL	91,675	43,091	1

Data sources: Portland State University Population Research Center, and LAUS 2006

### INFORMATION KEY

*Description*

Industry  
Occupation

Date of Incident  
County of Incident  
OR-FACE Number

# Abstracts

## of fatal occupational incidents in Oregon by type of event

**2006**

**Transportation – Contact – Exposure – Falls  
Fire/Explosion – Violence**

## Transportation (Motor Vehicle)

<i>Crossed centerline</i>	A 31-year-old sales representative for an industrial distributor was killed while driving his car to see a client. His car drifted across the centerline for an unknown reason and struck a large pickup head on. The driver and passenger in the other vehicle received only minor injuries. All three persons were wearing seatbelts.
Wholesale Trade Sales & Related	
January 17 Columbia OR 2006-73-1	
<i>Log truck rollover</i>	A 66-year-old truck driver was killed when his loaded log truck overturned on a logging road. The driver apparently lost control when wheels of the truck or trailer went onto the soft shoulder of the road. The victim was found dead at the scene inside the cab with the CB microphone clutched in his hand.
Forestry/Logging Transportation	
February 20 Lincoln OR 2006-57-1	
<i>Gravel truck over ledge</i>	A 35-year-old a truck driver was killed when he ran off the road in a paneled flatbed truck loaded with gravel. The driver had just left a local gravel pit when he veered across the center line over an embankment and struck a tree. There were no road marks to indicate the driver tried to brake or turn. As he was only 500 yards from the gravel pit where he loaded, he probably did not fall asleep. A health condition may have occurred. The medical examiner reported the victim positive for cocaine.
Construction Transportation	
March 23 Clatsop OR 2006-20-1	
<i>Log truck sharp curve</i>	A 50-year-old log truck driver was killed when he lost control of his fully loaded log truck on a sharp corner of a steep downhill grade. The truck driver was experienced, but this was his first day on the job with this company, truck, and route. The sharp corner was over 90 degrees, with a near-vertical 150-foot drop over the ledge. The grade was 8%.The road had many sharp curves. The curve where the incident occurred was the sharpest, with no warning sign.
Forestry/Logging Transportation	
April 3 Coos OR 2006-12-1	



## Worker Fatalities – Transportation

<p><i>Rainy mountain road</i></p> <p>Public Administration Military</p> <p>April 10 Lane OR 2006-54-1</p>	<p>A 19-year-old active-duty corporal in the U.S. Marine Corps was killed when his car ran off the road on his way home from a training weekend. The crash occurred at 4:35 p.m. on a rainy mountain road. The car crossed the centerline, left the road and struck a tree. The victim was wearing a seatbelt.</p>
<p><i>Log truck brake failure</i></p> <p>Forestry/Logging Transportation</p> <p>April 19 Washington OR 2006-14-1</p>	<p>A 42-year-old log truck driver was killed when he jumped from his runaway truck on a steep gravel road. The driver had less than 1 year of experience operating a semi-truck. The truck and trailer had seven of ten brakes out of adjustment. Earlier in the day, the driver entered the mill yard with his brakes smoking and fixed one line with electrical tape. On the way downhill with a full load the driver jumped at a series of S-curves before the truck went over a ledge, and was run over by the rear wheels of the trailer.</p>
<p><i>Rolled car carrier</i></p> <p>Transportation Transportation</p> <p>May 9 Baker OR 2006-37-1</p>	<p>A 29-year-old truck driver was killed when he failed to negotiate a left curve on the freeway in his heavy pickup truck towing a large, empty car carrier. The incident occurred in the dark at about 1 a.m. Weather was dry and clear. There were no skid marks at the scene. The vehicle and trailer separated as the truck rolled down an embankment. The victim was wearing a seatbelt.</p>
<p><i>Wood hauler in ditch</i></p> <p>Forestry/Logging Transportation</p> <p>May 23 Klamath OR 2006-64-1</p>	<p>A 79-year-old logger was killed when he lost control of his pickup hauling a trailer full of wood on the highway. The crash occurred in daylight on a straight road, speed 60-65 mph. The pickup truck went airborne for about 50 feet and landed on its top in deep mud and water. Cause of death was drowning.</p>
<p><i>Cleaners in van</i></p> <p>Admin/Support/ Waste/Remediation Building/Grounds Mtc</p> <p>June 9 Lane OR 2006-69-1</p>	<p>A 74-year-old cleaning service worker was killed in a head-on crash while driving a van on a highway in daylight and dry weather. Traffic slowed when a motor home stopped to allow a pedestrian standing in the middle of the highway to finish crossing. A pickup truck towing a trailer loaded with fenceposts jackknifed while trying to make an abrupt stop due to slow traffic. The van struck the out-of-control pickup and trailer, and overturned on the side of the road. The victim was found dead at the scene. A passenger in the van and the driver of the pickup survived and were transported to a hospital.</p>
<p><i>Car carrier</i></p> <p>Transportation Transportation</p> <p>July 7 Multnomah OR 2006-23-1</p>	<p>A 49-year-old truck driver was killed when his loaded semi-truck drifted off the road and crashed into a bridge abutment. The driver was at the end of a long-distance haul from Idaho, carrying 17 crushed cars for recycling. He had been making the same run about 3 times per week for 21 years. No signs of braking or reaction are evident in the crash, and a health condition is suspected as a probable cause. He had been unwell the evening before.</p>

## Worker Fatalities – Transportation

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<i>Pickup rollover</i>	A 25-year-old construction worker was killed while driving a full-sized company pickup truck with three coworkers back to the shop from a job site. The pickup entered a curve too fast and rolled into a ditch, coming to rest on its roof. The passengers received only minor injuries. The driver was wearing a seatbelt.
Construction Construction	
July 21 Marion OR 2006-29-1	
<i>Gravel truck brakes</i>	A 34-year-old truck driver was killed when his gravel truck, carrying 15 tons of crushed rock, crashed into an embankment on a curvy section of a downhill grade on a paved road. A witness reported the smell of hot brakes. A subsequent investigation revealed all brakes on the vehicle were out of compliance.
Construction Transportation	
August 1 Lincoln OR 2006-58-1	
<i>Freeway junction</i>	A 70-year-old truck driver was killed when he failed to negotiate a sharp right curve at a freeway junction. The curve was well marked in full daylight, and the road dry. The driver was properly wearing lap and shoulder restraints, but his head struck the ground when the cab of the semi-truck rolled onto the driver's side and skidded. From skid marks, a police investigator calculated the truck's speed at about 53 mph, entering a turn marked 25 mph.
Transportation Transportation	
August 14 Morrow OR 2006-27-1	
<i>Semi-truck rollover</i>	A 69-year-old truck driver rolled his semi-truck over an embankment off the freeway, and died about 7 weeks later (Oct 31). A prolonged extrication effort was required to remove the driver from the cab of the crashed truck.
Transportation Transportation	
September 14 Wasco OR 2006-66-1	
<i>Judge on motorcycle</i>	A 56-year-old judge was killed in a motorcycle crash on the freeway. The judge was on his way to a conference. He was driving in the fast lane, passing a semi-truck, when the truck moved left, forcing him into the median strip. The judge lost control of the motorcycle in gravel and crashed into a median post and guardrail. The victim was pronounced dead at the scene.
Public Administration Legal	
September 28 Lane OR 2006-72-1	
<i>Log truck drowsiness</i>	A 49-year-old log truck driver was killed when his empty log truck ran off a paved road into a 15-20 foot ravine and struck a tree head on. The driver had just dropped off a load in the early afternoon and was headed for the shop to repair a brake slack adjuster. No mechanical problems were discovered with the truck or the brakes. There were no skid marks at the scene, and investigators concluded the driver probably fell asleep near the end of his work shift.
Forestry/Logging Transportation	
October 17 Columbia OR 2006-41-1	

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## Worker Fatalities – Transportation

<p><i>Icy road head-on</i></p> <p>Construction Construction</p> <p>October 25 Klamath OR 2006-43-1</p>	<p>An 18-year-old construction worker was killed as the passenger in a pickup truck on the way to a job site. The vehicle slid on ice on the highway during daylight, and crashed head-on into a loaded diesel tanker. The construction worker was wearing a seatbelt, but it broke on impact and the worker was ejected from the vehicle. The driver of the pickup survived. The driver of the diesel truck also survived after his truck burst into flames and he was pulled from the cab by witnesses. The pickup truck was poorly maintained and had extremely worn brakes.</p>
<p><i>Head-on collision</i></p> <p>Utilities Construction Install/Maintain/Repair</p> <p>October 30 Lane OR 2006-56-2</p>	<p>Two utility workers, a 34-year-old heavy equipment operator and a 49-year-old lineman, were killed in a pickup involved in a head-on crash on a highway. A pickup towing a trailer in the oncoming lane apparently lost control on ice and veered sideways across the road. There was no time to react. The oncoming driver was also killed in the crash. The lineman, driving the company pickup, was transported to a hospital in critical condition, where he died 17 days later. A third passenger in the company pickup was transported to a hospital with serious injuries.</p>
<p><i>Two semi-trucks</i></p> <p>Transportation Transportation</p> <p>November 1 Deschutes OR 2006-59-2</p>	<p>Two truck drivers, aged 41 and 60, were killed in a head-on collision. The younger driver drifted into the oncoming lane in daylight, with dry weather and a clear road. Investigators believe the driver may have been slumped over the wheel and unconscious when he lost control, indicating a medical condition. Both drivers wore a seatbelt and were found secure in their seats, but were ejected outside their vehicles. The two trucks were engulfed in flames and both victims were severely burned.</p>
<p><i>Road debris</i></p> <p>Transportation Transportation</p> <p>November 3 Baker OR 2006-46-1</p>	<p>A 64-year-old truck driver was killed outside his truck by an out-of-control semi-truck on the freeway. The driver stopped at 1:15 a.m. when he noticed truck wheels in the roadway and another truck pulled to the side. As the two drivers crossed the road to retrieve the wheels, a triple trailer struck the wheels and lost control. The trailers rolled and skidded toward the drivers on the highway. The victim ran to a concrete barrier and jumped over it, and fell 30 feet. It is unclear if he was struck by the trailers before the fall. The other drivers received only minor injuries.</p>
<p><i>Two semi-trucks</i></p> <p>Transportation Transportation</p> <p>December 8 Klamath OR 2006-51-2</p>	<p>Two truck drivers, aged 40 and 44, were killed in a head-on collision. The older semi-truck driver drifted into the oncoming lane for an unknown reason and crashed into a second semi-truck. Both drivers were severely burned in the ensuing fire. An 18-year-old passenger in the second truck was also killed.</p>
<p><i>Cargo van</i></p> <p>Construction Construction</p> <p>December 11 Clackamas OR 2006-65-1</p>	<p>A 70-year-old construction general contractor was killed in a motor vehicle collision while returning to his shop. Traffic ahead was stopped due to a vehicle making a left-hand turn, and the contractor braked too late. His cargo van fishtailed and swerved into the oncoming lane, where it struck a school bus. The driver's side of the cab was crushed and the contractor was killed instantly. An employee in the passenger seat of the van, and the bus driver, survived the collision. The bus driver had dropped off the last load of school children shortly before the incident.</p>

# Worker Fatalities – Transportation

## Transportation (Mobile Machinery)

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<i>Roadside trailer</i>	A 56-year-old mechanic was killed when the tractor he was operating on the highway was struck by a log truck. The mechanic had parked a dump truck and flatbed trailer on the side of the road to haul the tractor, and was driving the tractor to the trailer. He pulled onto the side of the road, facing the truck and trailer on the opposite side. Once past the trailer, he made a quick U-turn to cross the road. An unloaded log truck was coming up behind him. The log truck left 75 yards of skid marks and ended up crossways in the road. The medical examiner reported the victim's blood alcohol content at 0.02.
Construction Construction	
January 24 Douglas OR 2006-63-1	
<i>Quarry bulldozer</i>	A 60-year-old experienced bulldozer operator at a rock quarry was killed when he toppled over a 50-foot-ledge into water and mud on the quarry floor. The incident occurred an hour before sunrise and darkness may have contributed to the event, though the bulldozer was equipped with lights. The operator and a coworker in a second bulldozer were working on the ledge for the first time. Following his second pass into a trench, the operator backed up and went onto the berm at the edge of the highwall. The bulldozer rocked, went over the berm, and over the ledge. The victim was not wearing a seatbelt. Cause of death was drowning.
Mining Mining	
January 27 Washington OR 2006-02-1	
<i>Brush cutter</i>	A 53-year-old road maintenance worker was killed when a large brush-cutting tractor backed over him while working on a public road. A coworker was operating the tractor, while the road worker drove behind in a pickup as a warning to motorists. The road worker forgot to track mileage and backed up to start again. He went off the road into a ditch and called the tractor operator to return and pull him out. The tractor backed up while the road worker was kneeling in front of the pickup attaching a tow chain. When the operator released the tractor drive, it failed to stop. The medical examiner reported the victim's blood alcohol content at .04 and positive for methadone.
Admin/Support/ Waste/Remediation Building/Grounds Maintenance	
April 20 Lane OR 2006-13-1	
<i>ATV in ditch</i>	A 62-year-old ranch manager was killed when he flipped off his all-terrain vehicle. He was helping to drive about 300 head of cattle from a distant field, together with two ranch hands, each driving an ATV. The ranch hands led the herd, while the ranch manager drove at the back with his 7-year-old grandson riding on the gas tank in front of him. The cattle crossed an irrigation ditch, nearly 2 feet deep, and the ranch manager followed at 6-10 mph through foot-high grass that obscured the ditch. The front wheel caught at the base of the ditch, and the ranch manager was ejected forward over the top of his rider. The child was not injured.
Agriculture Farm/Ranch	
June 21 Klamath OR 2006-45-1	
<i>Warehouse forklift</i>	A 41-year-old forklift operator in a warehouse was killed when he backed into a metal shelf that intruded into the operator's compartment and crushed him against the controls. The machine was a small narrow-aisle type of forklift, manufactured without upright guards in the rear to prevent intrusion. The roof of the forklift traveled above the shelf and the main body below it. A coworker was alerted to the scene by the horn sounding, and found the victim unresponsive.
Wholesale Trade Material Moving	
September 1 Washington OR 2006-32-1	

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## Worker Fatalities – Transportation

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<i>Warehouse forklift</i>	An 18-year-old warehouse receiving clerk was killed by a forklift backing into him on a narrow aisle. The warehouse clerk and the forklift operator were working together to prepare newly received merchandise for storage and shipment. With the last pallet load, the forklift operator backed down a narrow aisle, looked over his shoulder, and saw the warehouse clerk walking up the aisle toward him. He yelled at the clerk and made eye contact. He tried to steer away and hit the brakes, but the forklift struck the warehouse clerk and pinned him against a metal shelf.
Retail Trade Material Moving	
November 6 Jackson OR 2006-44-1	
<i>Forest road excavator</i>	A 48-year-old heavy equipment operator was killed when his excavator toppled 250-350 feet down an embankment into a creek. The operator was working with a dump truck driver to repair a logging road that washed out a few weeks earlier. This was the first day the excavator and the operator used the road. Moving down the logging road, the weight of the excavator on the damaged section caused the road to give way (though the half-loaded dump truck had just passed that way). The operator apparently jumped from the excavator and was caught in an avalanche of gravel that followed the excavator down the slope.
Forestry/Logging Construction	
November 24 Tillamook OR 2006-48-1	

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## Transportation (Air)

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<i>Helicopter logging</i>	A 39-year-old helicopter pilot in a logging operation was killed when the helicopter developed engine trouble and crashed. The pilot was experienced in helicopter yarding operations in logging. Just after dropping off a load of logs from a 200-foot line, the pilot communicated that he needed to return to the service area. Witnesses heard a loud whining noise before the crash, about halfway to the service area. No entanglement was evident from the dangling line from the helicopter. Investigation revealed an improperly assembled roller bearing in the engine gear shaft, resulting in damage to the shaft and gear teeth.
Forestry/Logging Transportation	
March 17 Grant OR 2006-10-1	
<i>Helicopter over ocean</i>	Three workers on a film project – a 46-year-old helicopter pilot, a 42-year-old cameraman, and a 56-year-old female project coordinator serving as copilot – were killed in a helicopter crash over the ocean. Two helicopters with film teams traveled together to the coast in the morning, but found a dense cloud and fog bank shrouding the ocean. About 1 mile out from the shore, the helicopters descended from 700 feet above the clouds to determine visibility for filming. The distance above the water was too low, and visibility poor. The second pilot rose again to the top of the clouds and called for the first pilot to do the same. There was no response. Above the clouds, the second pilot called the Coast Guard and then went to the airport to refuel and drop off his passenger. He returned to scout the area and saw life preservers and an oil slick on the water. Cause of death was evidently traumatic injury due to impact with the ocean.
Transportation Transportation	
Arts/Entertainment/Rec Arts/Design/Sports	
Arts/Entertainment/Rec Transportation	
August 13 Clatsop OR 2006-30-3	

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# Worker Fatalities – Transportation

## Transportation (Water)

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<i>Bar pilot misstep</i>	A 50-year-old Columbia River bar pilot died after falling from a ladder while disembarking an outgoing vessel after guiding it over the bar in the dark. Wind was gusting up to 40 mph and waves were 20 feet high. The pilot had one foot on the deck of the pilot boat when the boats veered apart and he slid down the man ropes into the ocean. Water temperature was 47 degrees. The pilot had limited experience transferring to and from ships with a ladder between boats as pilots increasingly use helicopters. The pilot was wearing an inflatable life jacket that was not used and a water-activated rescue light that was in the off position. Immediate rescue efforts were unsuccessful. The body was located 2 days later.
Transportation Transportation	
January 9 Clatsop OR 2006-70-1	
<i>Crab boat on bar</i>	A 32-year-old skipper and two 30-year-old crew members on a crabbing boat drowned after the boat broke apart in the surf just outside the jetty of an ocean bay. The bar was at low tide, shallow, and rough. The incident occurred at about 1:35 a.m. At least two flares were fired from the boat and a witness immediately called the U.S. Coast Guard. The boat was brightly illuminated by work lights. About 10 minutes later, the boat went under in 15-foot waves. The boat may have been “in the wrong place” relative to the jetty, and was carrying a 1,200-pound load of crabs. The medical examiner reported all three victims positive for methamphetamines and cannabinoids, and the skipper and one crew member with a trace of alcohol (.01).
Fishing Fishing	
February 7 Tillamook OR 2006-04-3	
<i>Skipper overboard</i>	A 52-year-old skipper of a charter fishing boat was killed when he fell overboard while reaching out to gaff a large halibut. The skipper was obese and passengers were unable to pull him back into the boat, even after throwing a life ring to him and pulling him to the side. He was not wearing a personal flotation device. A passenger put on a life vest and went into the water to help, but quickly tired and became hypothermic. Water temperature was 51 degrees. The Coast Guard arrived within 15 minutes. A helicopter was necessary to lift the victim from the water.
Transportation Transportation	
May 13 Lincoln OR 2006-15-1	
<i>Yacht delivery</i>	Three sailors in a 44-foot yacht were lost at sea in a heavy storm off the Oregon coast. A 55-year-old British skipper, a 69-year-old experienced crew member, and a 69-year-old inexperienced crew member were delivering a catamaran yacht to Seattle from South Africa, and were last seen leaving San Francisco. The overturned, dismasted yacht without its crew was discovered on December 15. The last log entry indicates the event occurred near the rocky coast of Cape Blanco, when storm winds of 40 mph arose and swells reached 30-40 feet. A large search team was unable to find any sign of the crew.
Transportation Transportation	
December 11 Curry OR 2006-67-3	

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## Worker Fatalities – Contact

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<i>Capsized crab boat</i>	A 44-year-old experienced skipper of a crabbing boat and three crew members, aged 30, 39, and 40, were lost and presumed drowned after their boat capsized on its way over a river bar to the ocean. The boat was previously a research boat. This was its first fishing venture, loaded with 2-3 tons of crab pots. As the boat crossed the bar, a massive wave struck the bow and raised it up, followed by a second wave that swamped the stern, causing the boat to capsize and break up. Ocean swells were 18-22 feet at the bar, designated “dangerous” by the U.S. Coast Guard, but not far different from other days fishermen safely go out to sea in the area at that time of year. Two of the victims were found within 2 weeks.
Fishing Fishing	
December 16 Curry OR 2006-52-4	
<i>Fishing snag</i>	A 72-year-old river fishing guide drowned when the raft he was in with another person capsized after hitting a log. Neither of the two men was wearing a personal flotation device. The victim had heart problems and may not have been able to master the current. The body was found the next day. The second person in the raft made it safely to shore.
Arts/Entertainment/Rec Personal Care/Services	
December 29 Clatsop OR 2006-55-1	

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## Contact with objects/equipment

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<i>PTO driveline</i>	A 33-year-old equipment service technician, working as a field mechanic, was killed while repairing a water truck at a customer’s construction site. Working underneath the truck, with a 21-inch clearance, the mechanic fixed a kink in the water discharge hose of the truck’s spray system. After moving his tools out of the way, he went underneath the rear undercarriage of the truck again while it was running. A protruding set screw on the power take-off driveline that ran the truck’s water pump caught on the collar of the mechanic’s coveralls and entangled him, resulting in a fatal head injury.
Retail Trade Install/Maintain/Repair	
February 9 Jackson OR 2006-05-1	
<i>Falling hay bales</i>	A 70-year-old dairy farmer was killed when a stack of hay bales fell on top of him. A hay hauler had just delivered a new truckload of hay. A farm worker unloaded the truck with a loader, while the farmer showed the hauler an old stack, delivered several months earlier, which he did not think was dairy quality. The bales were 3x4x8 feet, stacked six bales high. The hay hauler was walking behind the farmer and noticed the stack starting to fall. He yelled at the farmer, but the farmer used a hearing aid and may not have heard the warning. The farmer was crushed beneath the bales, each weighing up to 1,800 pounds. It was not clear what caused the stack to fall.
Agriculture Farm/Ranch	
February 22 Malheur OR 2006-17-1	
<i>Food hopper</i>	A 63-year-old shift supervisor at a food-processing plant, working as a machine operator, was killed while operating a custom-built tote-dumping machine. After emptying a tote (large box), the supervisor leaned forward over the edge of the hopper, apparently to shake the plastic liner of the tote to dislodge remaining product, or to retrieve a box liner that had fallen inside the hopper. As he leaned into the hopper, his jacket pocket caught the end of the tote-dump control lever and pushed it downward, causing the dump arm to descend and crush him.
Manufacturing Production	
February 23 Morrow OR 2006-06-1	

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## Worker Fatalities – Contact

<p><i>Sliding pole</i></p> <p>Forestry/Logging Logging</p> <p>March 21 Lane OR 2006-09-1</p>	<p>A 21-year-old logger, working as a choker setter in a yarding operation, was killed by a pole sliding down a hillside. The rigging crew had just hooked a turn of logs to a skyline cable, and moved to a location in the clear of the turn as it moved to the landing. While the turn was heading uphill, a narrow 41-foot-long pole with a sharp end came sliding downhill toward the crew. The pole narrowly missed the rigging slinger. The choker setter was struck and impaled by the pole.</p>
<p><i>Thermoformer machine</i></p> <p>Manufacturing Production</p> <p>March 30 Clackamas OR 2006-26-1</p>	<p>A 38-year-old production machine operator was crushed while making adjustments to a flatbed thermoforming machine at a plastics manufacturing company, and died 53 days later. The operator and a coworker were making final adjustments to the machine to run a different product. The operator rolled out the oven and began working inside the cavity, while the coworker made adjustments to the top platen on the opposite side of the oven about 4 feet away. After calling the warning “clear,” the coworker lowered the platen with a pneumatic toggle for a final adjustment. He later found the injured operator under the machine.</p>
<p><i>Chassis welding</i></p> <p>Manufacturing Production</p> <p>April 26 Washington OR 2006-21-1</p>	<p>A 52-year-old welder at a heavy-equipment manufacturer had his legs crushed by a 1½-ton chassis, and died 4 weeks later. The welder was working on the steel frame of a garbage truck. He used an overhead crane to lower the frame onto two sawhorses, and used two shims and C-clamps to level the frame, but overcorrected, so the frame was still not level. He noticed the frame leaning slightly only after he had taken the crane away. He adjusted the clamps to push a shim further under the frame, and the frame tipped off the sawhorses.</p>
<p><i>Yarder move</i></p> <p>Forestry/Logging Logging</p> <p>May 2 Washington OR 2006-19-1</p>	<p>A 23-year-old logger, working as a chaser, was killed when a yarder fell over backward and crushed him. The crew was in the process of tightening the guylines after moving the tower to a new position. The chaser was up on the deck of the yarder, spooling the guylines onto the guyline drums. When the tower started to go over, he was unable to escape. The yarder fell over a steep embankment and pinned the victim underneath.</p>
<p><i>Auto lift failure</i></p> <p>Other Services Install/Maintain/Repair</p> <p>May 13 Linn OR 2006-36-1</p>	<p>A 42-year-old auto mechanic was killed when welds failed on his two-post, 10,000 lb auto lift, while he was working underneath a 9,400 pound crew-cab pickup – close to the maximum capacity of the lift – to change the oil in the rear differential. The pickup was lifted about 5 feet off the ground. The lift had been purchased new a few weeks earlier and the same truck had been lifted on it earlier without incident. The lift was apparently positioned correctly for the load. One rear arm on the lift failed while the mechanic was underneath.</p>
<p><i>Car rack alignment</i></p> <p>Other Services Install/Maintain/Repair</p> <p>May 19 Marion OR 2006-18-1</p>	<p>A 41-year-old automotive mechanic was killed when a car rolled off an elevated rack and crushed him in the workpit below. The experienced mechanic was performing a routine wheel alignment on a small pickup. Wheel locks were removed to complete the alignment, and no other chocks or brakes held the pickup in place. The gear was in neutral. When the mechanic’s back was turned, the vehicle rolled forward, the front wheels slipped off the rack, and the bumper crushed the mechanic against equipment along the pit wall.</p>

## Worker Fatalities – Contact

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<i>Yarder carriage</i>	A 45-year-old logger working as a choker setter was killed in a skyline yarding operation when he was crushed by the skyline carriage. The logger was new to the logging, 1 week on the job, and was working under supervision. The carriage returned down the skyline from the landing and the choker setter rushed into grab the dangling hooks under the carriage as soon as the stop whistle sounded, as he had been instructed to do. The carriage was 8-9 feet overhead and was still rolling forward a bit. The line suddenly slackened while the choker setter was underneath, and the carriage fell and crushed him, killing him instantly. The medical examiner reported the victim's blood alcohol content at .02.
Forestry/Logging Logging	
July 14 Yamhill OR 2006-24-1	
<i>Work under truck</i>	A 64-year-old long-haul truck driver was killed at a rest stop when the truck rolled over him while he was working underneath it. The truck-trailer rig was parked on a slight incline, loaded with construction materials. The driver's 13-year-old son was accompanying him and was asleep in the cab when the driver began working under the vehicle. The son woke up – and not seeing his father, decided to start the truck. The truck rolled backward and the victim was crushed by the rear dual tires.
Transportation Transportation	
August 16 Malheur OR 2006-28-1	
<i>Trailer hitch</i>	A 60-year-old truck driver was killed when he was crushed between the first and second trailer of his semi-truck. The driver had delivered a load of cement panels earlier in the morning, and his first trailer was still loaded. He was found later in the day by another truck driver who saw the rig in a parking lot with the trailers at a strange angle, and the air-brake lines and safety chains not connected. The victim was apparently in the process of releasing the second trailer when the tractor and first trailer rolled backward. The truck was running, with the brake off.
Transportation Transportation	
August 28 Jackson OR 2006-31-1	
<i>Floor collapse</i>	A 38-year-old construction worker was killed at a residential construction site when a concrete slab from a floor above collapsed and crushed him. The construction worker and a coworker were repairing the foundation in a corner of the basement. They supported the floor above with jacks and shoring materials while they built a frame to pour new concrete. The coworker was outside when the floor collapsed. A concrete slab had been poured earlier on the ground floor without additional support. The installation was not recorded in the building permits, and the present homeowner was unaware of it.
Construction Construction	
October 13 Clackamas OR 2006-40-1	
<i>Fixing brakes</i>	A 48-year-old owner of a construction company was killed when he was run over by a dump truck while helping to adjust the brakes. The owner did not usually help drivers with shop repairs. The truck had not been in use for a long time and was going back into service. The driver made a few adjustments to the rear brakes and then backed the truck up onto a concrete slab to continue the adjustments, crushing the owner. The driver thought the victim was in the office.
Construction Management	
October 24 Multnomah OR 2006-42-1	

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# Worker Fatalities – Exposure

## Exposure to harmful substance/environment

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<i>Hanta virus</i> Admin/Support/ Waste/Remediation Building/Grounds Maintenance  April 10 Deschutes OR 2006-35-1	A 22-year-old landscaper died from Hanta virus pulmonary syndrome. Exposure may have occurred about 3 weeks earlier while working outdoors. In Oregon, transmission is through the feces, urine, or saliva of the deer mouse. The landscaper went to a hospital emergency department on April 21, 2-3 days after becoming acutely ill with a high temperature, dry cough, nausea, and other symptoms. He was treated and released, but became worse the next day and returned to the hospital, where he died in intensive care.
<i>Cocaine overdose</i>  Transportation Transportation  August 30 Marion OR 2006-33-1	A 46-year-old long-haul truck driver died at a rest stop, apparently from a drug overdose. When the driver did not arrive at his destination, his brother retraced the route and 3 days later discovered the parked truck. The driver apparently arrived at the rest stop close to midnight, and was moving from the driver's seat to the bunk when he collapsed. The medical examiner reported a cocaine overdose, combined with a blood alcohol content of .06. According to the brother, the victim used illicit amphetamine drugs to stay awake while driving.
<i>River swimmer</i>  Agriculture Farm/Ranch  September 16 Benton OR 2006-68-1	A 60-year-old farmer drowned while attempting to swim across a river fully clothed. The farmer was repairing electric power to his irrigation pump and was carrying an electrical wire to a power pole across the river. He had often worked in the water at the spot, but apparently had never tried to swim across. The river was about 100 feet across and 10 feet deep in the middle, with a fairly strong current. The water temperature was 62 degrees. The victim was diagnosed with "exogenous obesity" – 5-foot-4 and 204 lbs – and "hyperlipidemia," which may have contributed to the event.

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# Worker Fatalities – Falls

## Falls

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<i>Pickle vat</i>	A 52-year-old maintenance worker at a pickle factory fell 15 feet from a catwalk into an empty vat, resulting in a head injury that left him with severe speech, cognition, and motion disabilities. The victim died on January 2, 2006, at age 72, due to complications from the original work injury.
Manufacturing Install/Maintain/Repair	
June 27, 1985 Multnomah OR 2006-62-1	
<i>Head trauma</i>	In August 1996, a 35-year-old production worker at a seafood processing plant slipped on a flight of stairs, fell backward, and hit his head on the floor. Ten years later, on July 30, 2006, he collapsed at work at the same plant, and died 5 days later. The victim had two surgeries following the original event and was in a coma for 10 days. Subsequently, he was subject to seizures. The fatal incident, with no other evident cause, was possibly another seizure, which resulted in respiratory arrest and fatal brain injury.
Manufacturing Production	
August 1, 1996 Lincoln OR 2006-61-1	
<i>Drywall scaffold</i>	A 22-year-old drywall installer fell from a scaffold while hanging sheetrock at a construction project at a private residence, and died 2 days later. The installer had been on the job 2 weeks and was inexperienced. Together with a lead worker, he set up a 7-foot scaffold and placed it 1 foot from the wall. The lead worker locked the wheels on his end, and the two workers climbed onto the scaffold to hang sheetrock on the shop wall. The installer was holding the sheetrock against the wall when the scaffold suddenly moved backward, causing him to lose his balance and fall on his head on the concrete floor. The lead worker was not sure if the victim locked the wheels on his end of the scaffold.
Construction Construction	
February 1 Clackamas OR 2006-03-1	
<i>Office fall</i>	A 58-year-old administrative assistant fell while standing up from her desk, and went to the hospital complaining of left knee pain, where she died 5 days later of heart failure. The event caused a hairline fracture to the femur (above the knee). The victim had a previous condition with her left ankle joint and wore a brace, and had significant contributing health conditions, including diabetes, osteomyelitis, peripheral vascular disease, and pulmonary edema.
Education Services Office/Admin. support	
February 14 Multnomah OR 2006-07-1	
<i>Broken treetop</i>	A 46-year-old tree trimmer was killed in a 70-foot fall from a tree he was cutting. The tree was a snag, a dead alder, in a wooded residential area. The tree trimmer climbed the tree to cut it down in sections. He attached a rope to the top of the tree and instructed two coworkers on the ground to pull the rope once he made cuts with a chainsaw. The tree trimmer was tied securely to the tree, but when the workers pulled on the ropes, the trunk of the tree broke off below him. The victim landed on asphalt.
Admin/Support/ Waste/Remediation Building/Grounds Maintenance	
November 1 Clackamas OR 2006-49-1	

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## Worker Fatalities – Falls

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*Bridge crane*                      A 50-year-old electrician fell 40 feet from a catwalk while working on a crane with an electrical problem, and died the next day. The catwalk was constructed with 2-inch thick, 12-inch wide planks. Apparently a plank broke, causing the fall.

Manufacturing  
Install/Maintain/Repair

December 21  
Multnomah  
OR 2006-53-1

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## Worker Fatalities – Fire/Explosion

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<i>Warming fire</i>	A 37-year-old field mechanic for a logging company was killed when he tried to stoke a warming fire by pouring gasoline on it. The mechanic and a coworker arrived at a logging site at 7 a.m. to perform maintenance on a log loading machine. The weather was cold and rainy, and the coworker started a warming fire, using a combination of diesel fuel and chainsaw gasoline. The coworker left to call for parts on a cell phone, and when he returned about 15 minutes later, he found the mechanic lying 35 feet from the warming fire, engulfed in flames. Another fire, about 20 feet away, was a burning 5-gallon plastic gasoline container.
Forestry/Logging Install/Maintain/Repair	
January 19 Coos OR 2006-01-1	

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<i>Aviation fuel</i>	An 18-year-old aviation mechanic was killed in a fuel explosion at an airport. The mechanic was working with his father, transferring aviation fuel from a tanker truck when it caught fire and exploded. Both workers were badly burned. The source of ignition was unknown, but may have been caused by a buildup of static electricity.
Transportation Install/Maintain/Repair	
February 11 Umatilla OR 2006-08-1	

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<i>Water tank pressure</i>	A 68-year-old farmer was killed when a home water tank he was pressurizing exploded. The 50-gallon tank was cylindrical (5 feet long, 20 inches in diameter), with a glass lining to prevent corrosion. The type of pressurized tank was common in rural areas to produce household water pressure. An electric air compressor was found near the area where the farmer was working. The tank exploded through the roof of the small room at the back of the house and landed 40 feet away.
Agriculture Farm/Ranch	
April 10 Linn OR 2006-22-1	

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<i>Irrigation riser</i>	A 42-year-old ranch hand was struck in the eye by pressurized water from an irrigation line, and died 5 days later. The ranch hand was working alone in a hay field, moving wheeled irrigation equipment. Pumped water reached the fields through 4-inch risers connected to a 12-inch mainline underground. Each riser was equipped with a built-in shut-off plate that was opened by a removable valve with a crank handle. Following standard procedure, the ranch hand closed the valve and drained the supply line so the valve could be removed from the riser. When he began to remove the valve, the cap of the riser blew off and a geyser of water struck him in the face. He was knocked unconscious and fell face down in a growing pool of water. The ranch manager saw the geyser from the ranch house and drove to the site to investigate. The explosion of water caused multiple lacerations and severed an artery in the victim's eye.
Agriculture Farm/Ranch	
July 4 Deschutes OR 2006-25-1	

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# Worker Fatalities – Violence

## Violence

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<i>Postal shooting</i>	A 49-year-old female customer service supervisor at a city post office was run over with a postal vehicle, then shot and killed by a male letter carrier in the post office parking lot. According to a news report, the district attorney said the assailant had just finished his shift and first went “looking to shoot the postmaster,” his boss, but could not find him. The assailant had been a postal employee for 13 years, the victim for 17 years. The assailant walked away from the scene and promptly surrendered when police arrived.
Public Administration Management	
April 4 Baker OR 2006-11-1	

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<i>Timber cutter suicide</i>	A 47-year-old logger, working as a timber cruiser (work that involves assessing the volume and value of timber in a tract), committed suicide after running his pickup truck into a river off of a remote logging road. The truck entered the river at a high speed. The police officer at the scene suspected the crash was purposeful. The timber cutter was not wearing his seatbelt at the time of the crash. The timber cutter evidently pulled himself from the vehicle and reached the bank, where he killed himself with a single gunshot to the head. Other weapons and ammunition were found in the vehicle. The medical examiner reported the victim’s blood alcohol content at 0.15.
Forestry/Logging Logging	
November 14 Douglas OR 2006-47-1	

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<i>Disgruntled resident</i>	A 51-year-old manager of a retirement home was killed by a disgruntled resident with a rifle. The facilities manager was apparently trying to resolve a dispute between two residents when one became frustrated and went to his room and returned with the rifle. Additional shots were fired at other individuals, but no one else was injured.
Health Care/Social Asst Management	
December 5 Klamath OR 2006-50-1	

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## Worker Fatalities – Delayed Death

### Worker Fatalities with Delayed Death from Date of Injury (over 2 days), 2006

Event	Cause of Death	Interval	Reference
Fall	Sudden cardiac death following femoral fracture	5 days	Office fall (p. 27)
Exposure	Pulmonary Hanta virus	±12 days	Hanta virus (p. 26)
Transportation (Motor Vehicle)	Multiple blunt force trauma	17 days	Head-on collision (p. 19)
Contact	Complications of crushing leg injuries	29 days	Chassis welding (p. 24)
Transportation (Motor Vehicle)	Skull fractures, brain contusions, terminal bronchopneumonia	47 days	Semi-truck rollover (p. 18)
Contact	Cerebral contusions, intercranial hemorrhage	84 days	Thermoformer machine (p. 24)
Fall	Post-traumatic epilepsy, probable seizure, cerebral anoxia	10 years	Head trauma (p. 27)
Fall	Complications of cerebral anoxic event	20.5 years	Pickle vat (p. 27)

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OR-FACE is dedicated to preventing workplace injuries through surveillance, investigation, and assessment of occupational fatalities in Oregon, and outreach to alert the working public to common hazards and appropriate safety recommendations. OR-FACE investigations evaluate the working environment, the worker, the activity, the tools, the energy exchange, and the role of management in fatal occupational incidents.

Oregon Fatality Assessment and Control Evaluation  
Center for Research on Occupational and Environmental Toxicology



OHSU includes the schools of Dentistry, Medicine, Nursing, and Science & Engineering; OHSU Hospital; Doernbecher Children's Hospital; numerous primary care and specialty clinics, multiple research institutes; and several outreach and community service units. OHSU is an equal opportunity, affirmative action institution.

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